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Flying Operations

C/KC-135 AIRCRAFT CONFIGURATION

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This supporting instruction implements AFPD 11-2, *Aircraft Rules and Procedures*, and is incomplete without AFI 11-2KC-135 Volume 3, *KC-135 Operations Procedures*. It establishes policy for the configuration of the C/KC-135 (excluding 6 ARW, EC-135N and 15 ABW, C-135) aircraft to safe and successfully accomplish their worldwide mobility missions. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force. This instruction applies to Air National Guard (ANG) and Air Force Reserve (AFRC) units.

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This document is new and must be completely reviewed.

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Chapter 1

KC-135 CONFIGURATION

1.1. General.

1.1.1. This addenda establishes basic planning factors to be used by planners at all levels of command and directs KC-135 aircraft configuration for local or training missions, worldwide tanker task force and contingency operations, and single integrated operation plan (SIOP) alert. C/EC-135 model design series will be configured in accordance with the governing operations order, operations plan, or frag orders.

1.1.2. All units and agencies involved in preparing the KC-135 aircraft for deployment in support of contingency and other operations will use this instruction.

1.2. Applicability.

1.2.1. This instruction is applicable to all individuals operating or supporting KC-135 aircraft. The EC-135N and C-135 units should develop a configuration document in AFI 11-2KC-135V3, *C/KC-135 Operations Procedures*, Chapter 10.

1.3. Concept.

1.3.1. Deployments may be of short duration with immediate return to home station, or be to a specific location for an extended period of time to provide air refueling and airlift support for general purpose forces and strategic conventional forces. Subordinate commanders must be prepared to deploy KC-135 aircraft, associated equipment, personnel, and materials.

1.4. Terms.

1.4.1. Advanced Echelon (ADVON). In advance of the main force, the initial group prepares for the reception of aircraft and personnel; also a small group that serves as liaison between the command and the supported command.

1.4.2. Assembly staging base. The base where tanker aircraft composing the task force assembles.

1.4.3. Employment base. Base or airfield normally in the forward area from which combat operations are flown; may be a main base (MB), limited base (LB), or standby base (SB).

1.4.4. Readiness Spares Package (RSP). An air deployable package of selected spares to support a specific mission, operation, or aircraft model design series (MDS).

1.4.5. Operations plan (OPLAN). A plan for a single or a series of connected operations to be carried out simultaneously or in succession, based on stated assumptions; a directive to permit subordinate commanders to prepare supporting plans and orders.

1.4.6. Operations order (OPORD). Directive from a commander to subordinate commanders to announce the plan, state intentions, provide necessary information and instructions for a situation and assign specific tasks to subordinate commands.

1.4.7. Tanker Task Force (TTF). A grouping of KC-135 aircraft, aircrews, support personnel, and equipment formed to carry out a specific operation or mission. TTFs may be located at permanent or temporary stations.

1.4.8. Mobility Readiness Spares Package (MRSP). An air transportable package of aircraft spares to support various KC-135 operations.

1.4.9. Unit Type Code (UTC). A 5-letter or -digit combination code used to identify standard deployment packages of personnel and equipment in a data automation environment.

1.5. Aircraft Configuration.

1.5.1. Use AF Form 4100**, KC-135 Load Planning Worksheet,** or computer-generated worksheet to plan and document KC-135 configurations before deployment or operation. Each unit preparing KC-135 aircraft for deployment or local operation will prepare one copy of the form. The completed copy will be maintained in the aircraft weight and balance book for the duration of the deployment or operation period. Do not use AF Form 4100 for day-to-day local operations, use DD Form 365-3, **Chart C, Basic Weight and Balance Record**.

1.5.2. Attachments 1, 2, 3, 4 of this instruction delineate configuration requirements. Item quantities in **Attachment 1** are not intended to be authorizations for items per primary aircraft inventory (PAI). Authorized deviations to these configurations will be stated in the implementing OPORD or frag order. Any other deviations to these configurations are accomplished at unit risk and, should mission requirements dictate, added equipment and cargo may be removed.

1.5.2.1. Aircraft deployed for 30 days or longer will comply with AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*.

1.5.2.2. Aircraft deploying to permanent Tanker Task Force (TTF) locations will be configured in accordance with **Attachment 3** dependent on MDS model aircraft. When item quantities differ, the larger quantity takes precedence.

1.5.2.3. Aircraft configuration is the responsibility of the aircraft commander. The boom operator will act as loadmaster and have authority on all matters concerning the location and restraint of cargo and location of personnel.

1.5.2.4. Storage containers for crew chief equipment will be provided aboard each aircraft.

1.5.2.5. Instructions for and disposition of MAJCOM-approved load planning worksheet:

1.5.2.5.1. The unit will initiate the load planning worksheet based on the requirements established in this instruction or the implementing OPORD or frag order. The load planning worksheet will be annotated with the aircraft tail number selected for deployment and the required number of ISO days or phase hours.

1.5.2.5.2. On deployments of personnel and cargo, the load planning worksheet will be sent to the air refueling squadron program manager, listing all cargo and passengers, including weight and dimensions for load planning.

1.5.2.5.3. On completion, send one copy of the worksheet to HQ AMC/LGTX for aircraft loading, and send the original to the aircraft maintenance scheduling branch. The scheduling branch will initiate AFTO Form 349, **Maintenance Data Collection Record**, requiring a configuration and weight and balance check to be performed on the selected KC-135 aircraft. Scheduling will provide the worksheet, along with AFTO Form 349, to the crew chief who will have the worksheet available at the aircraft for completion. Finally, the worksheet will be placed aboard the aircraft in the weight and balance book next to the Chart C. The following note will be entered on AFTO Form 781A, **Maintenance**

Discrepancy and Work Document: "Load planning worksheet located in the weight and balance book next to the Chart C." Core Automated Maintenance System (CAMS) units will use the work-center event (WCE) in lieu of AFTO Form 349.

1.5.2.6. Following functions and responsibilities to complete aircraft configuration requirements:

1.5.2.6.1. Aircrew Life Support (ALS). Ensure aircraft is properly configured in accordance with AFI 11-302, Volume 1, *C-5, C-9, C-17, C-21, C-130 C-141, KC-10, and C/KC-135 Maintenance and Configuration Requirements for Aircrew and Aircraft-Installed Life Support Equipment (LSE). Ensure* all aircrew life support equipment is positioned on the aircraft according to the applicable attachment to meet mission requirements or requirements of the implementing frag order. Actual preflight fitting and location of parachutes, survival vests, and LPU-2P/10P life preservers during aircraft operations are the responsibility of individual crewmembers.

1.5.2.6.2. Aircraft equipment section. Review requirements in attachment 1 and ensure proper Dash 21 equipment is onboard and located in accordance with the diagram on the load planning worksheet. AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*, provisions apply. Sign and date the worksheet in the Remarks/Coordination block.

1.5.2.6.3. Weight and balance officer or NCO. Ensure that the distribution of the load and configuration of items portion of the load planning worksheet is properly annotated. Compute the weight and index/moment change for all additive equipment (not included on DD Form 365-3, **Chart C, Basic Weight and Balance Record**) and annotate the worksheet to reflect the current total weight and index/moment change of the aircraft. Sign and date the worksheet in the Remarks/Coordination block. Provide the ARS the adjusted weight and index/moment of the aircraft for mission planning purposes. The worksheet may be used as a temporary weight and balance change. It is not necessary to enter temporarily installed equipment on Chart C.

NOTE: Each agency involved in aircraft configuration will furnish the current weight, cube, and dimensions data (including storage containers) to the weight and balance officer or NCO.

1.5.2.6.4. Aircraft crew chief. Act as single point of contact to ensure required actions are completed and verified by tasked agencies. Upon return from TDY TTF operations, ensure the aircraft is returned to day-to-day configuration.

1.5.2.6.5. Air refueling squadron program manager. The program manager or designated representative is the single point of contact within the wing for KC-135 cargo load planning. As such, this person will ensure all items on the aircraft are properly positioned and secured. Ensure the boom operator scheduled to fly with the aircraft is provided current data from the load planning worksheet to facilitate preparation of DD Form 365-4, **Weight and Balance Clearance Form F**.

1.5.2.6.6. Wing logistics plans. Plans will monitor TTF operations and taskings. Ensure adequate support is provided or drawn from functions as tasked in AFI 36-2129, *Logistics Plans Management*.

1.5.2.7. Aircraft should be configured in accordance with **Attachment 2**, as applicable, for daily routine and training missions. This requirement is based on the following considerations:

1.5.2.7.1. Fuel conservation.

1.5.2.7.2. Man-hours involved in configuring aircraft for TTF and alert.

1.5.2.7.3. Unit capability to store required equipment.

1.5.2.7.4. Wear and tear on equipment.

1.5.2.7.5. Generation timing.

NOTE: On a temporary basis, additional equipment may be required to satisfy specific mission requirements. When additional equipment is required, the tasked unit must ensure the appropriate functional areas are coordinated with to ensure the additional equipment is on-board, i.e. life support equipment, shoring equipment, tie-down devices, etc.

1.5.2.8. Tanker Task Force (TTF) configuration. **Attachment 3**, as applicable, depicts the proper configuration for aircraft tasked to participate in TTF operations.

1.5.2.9. Tanker SIOP alert configuration. **Attachment 4**, as applicable, depicts the proper (standard) EWO configuration for aircraft participating in unit-level SIOP alert (aircraft on station at MOB).

1.5.2.10. Cargo Roller (RLR) configuration. In accordance with 1C-135(K)A-9 for aircraft tasked to participate in cargo missions.

1.5.2.11. Passenger (PAX) configuration. In accordance with 1C-135(K)A-9 for aircraft tasked to participate in passenger missions.

1.5.2.12. Intermediate-range Nuclear Forces (INF) configuration. As determined in local wing or group supplement, if required.

1.6. Configuration Checklists.

1.6.1. Unit-level operations along with maintenance and support functions must ensure KC-135 aircraft are properly configured in accordance with this instruction. Units will prepare a configuration checklist based on **Attachment 1** and the configuration required. Aircraft configurations may be amended by the implementing frag order or OPORD. ALS will prepare AFTO Form 46. Checklist distribution will be made to all agencies involved with actual aircraft configuration. Each affected agency is responsible for the actual aircraft configuration check. Units may utilize locally developed or approved computer products as the configuration checklist.

1.6.1.1. Two copies of the configuration checklist prepared by the originating unit will accompany all aircraft to TTF employment locations. One copy will be filed in the aircraft AFTO Form 781, **AFORMS Aircrew/Mission Flight Data Document**, binder. The other copy is used at the TTF employment location to verify arrival or re-deployment configuration of the aircraft.

1.6.1.2. The TTF employment location will notify the originating unit of configuration discrepancies. (Info HQ AMC/LGF and the parent NAF/LGM). ANG and AFRC aircraft configuration discrepancies will be addressed to the originating unit. Send an information (Info) copy to NGB/LGM, or HQ AFRC/LGM and the appropriate AFRC parent NAF/LGM.

1.7. Aircraft Configuration Waivers. Exceptions to the above requirements will be specified in the OPORD or frag order directing the mission. Units will request a waiver from MAJCOM/LG routed through MAJCOM/DOV for any departure from the standard configurations. The following procedures apply:

1.7.1. The unit LGX will be advised of equipment shortage by the applicable agency. LGX will initiate waiver requests and provide the following information:

1.7.1.1. Complete aircraft serial number.

1.7.1.2. Originating station.

1.7.1.3. Departure date and time.

1.7.1.4. Equipment shortages by line number, noun and quantity.

1.7.2. Equipment shortages will be documented on the configuration checklist and annotated with waiver information and date-time-group of message, if applicable.

1.7.3. Aircraft and engine time requirements are not incorporated in the waiver procedure. If problems arise in this area, the unit LGX function will then refer them through the MAJCOM point of contact.

1.7.4. If aircraft is directed to carry cargo, such as large crated items or aircraft engines, which may severely limit or impact its passenger carrying capability, the unit may recommend the aircraft be designated as a cargo aircraft only. Direct the recommendation to the MAJCOM C2 element by telephone.

1.8. Supply Accountability. See AFMAN 23-110V2, *Standard Base Supply Customer Procedures*, for accountability and transfer provisions, except when the governing OPORD or frag order provides additional guidance.

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Attachment 1

KC-135 AIRCRAFT EQUIPMENT, TECHNICAL DATA, FORMS AND MISCELLANEOUS REQUIREMENTS

NOTE: Stow all items listed aboard the aircraft.

Table A1.1. Required Items

Line Number	Nomenclature	Quantity			
		Daily	TTF	SIOP	Notes
1	AFTO Form 781 **AVF Data 1 Document** (aircraft 781-series forms)	1	1	1	
2	AFTO Form 46, **Preposition Life Support Equipment**	1	1	1	
3	DD Form 1896, **Jet Fuel Identification Plate**	1	1	1	
4	AFTO Form 95, **Significant Historical Data**, (for aircraft)	0	1	0	
5	AFTO Form 95 (for landing gear)	0	1	0	
6	AFTO Form 95 (for IFR boom)	0	1	0	
7	AFTO Form 95 (for each engine)	0	1	0	
8	AFTO Form 95 (for engine compressor)	0	1	0	
9	AFTO Form 95 (for each QEC)	0	1	0	
10	AFTO Form 95 (for each turbine wheel)	0	1	0	
11	AFTO Form 95 (for auxiliary power unit)	0	1	0	
12	AFTO Form 21, **KC-135R Trim Sheet,** (Same form for T-Models)	0	1	0	
13	AFTO Form 44, **Turbine Wheel Historical Record**, for each turbine	0	1	0	
14	AFTO Form 132, **B-52/EC/KC/RC-135 Engine Trim and Exhaust Gas Temp Spread Check**	0	1	0	
15	AFTO Form 340, **B-52 and EC/KC/RC-135 Power Package Test Log**	0	1	0	
16	DD Form 2026, **Oil Analysis Record for All Engines**, if applicable	0	1	0	2
17	AFTO Form 782, **In-flight Data**, sheet or MAJCOM specified	0	1	0	
18	Automated Records Check (ARC), providing aircraft and engine TCTO status	0	1	0	
19	AFTO Form 349, **Maintenance Data Collection Record**, or the automated form (JDD for TCTOs due during deployment), include TCTO kits,if applicable	0	1	0	
20	AFTO Form 781A, **Maintenance Discrepancy and Work Document**, last 3 months	0	1	0	
21	Debriefing information from last 6 flights	0	1	0	
22	Current item inspection planning requirements documented, delayed discrepancies	0	1	0	
23	AFTO Form 76, **C/KC-135 Aircraft Structural Assessment Data (OMR)**, if applicable	0	5	0	
24	AFTO Form 349, **Maintenance Data Collection Record** or the automated form (JDD) (blank)	0	5	0	
25	AFTO Form 350, **Reparable Item Processing Tag** (blank)	0	5	0	
26	AFTO Form 278, **A-10 Flight Log**	0	5	0	
27	AF Form 2414, **Verification Worksheet** (blank)	0	5	0	
28	Technical order and Job Guides	as req	as req	as req	4
29	AFTO Form 14, **135 Aircraft Refueling, Defueling and Fuel Distribution Worksheet**, or (AFTO Form 7 for T-Models only)	30	30	30	
30	Sextant, periscope, with carrying case, 6605-00-898-9765	1	1	1	13
31	Stool assembly, navigator sighting, 1600-00-540-9534	1	1	1	
32	Ladder assembly, forward entrance	1	1	1	

Table A1.1. Continued.

Line Number	Nomenclature	Quantity			
		Daily	TTF	SIOP	Notes
33	Light assembly, signal MA-1	1	1	1	
34	Fire extinguisher aircraft, Halon 1211	3	3	3	
35	Axe, firefighter's small hand	2	2	2	
36	Kit, first-aid, 6545-00-919-6650	3	3	3	
37	Curtains, flash, set	1	1	1	
38	Cylinder assembly, portable oxygen type	8	8	8	
39	Handle assembly, nose gear extension	1	1	1	
40	Lock assembly, main gear, 1730-00-602-7960	2	2	2	
41	Lock assembly, nose gear, 1730-00-347-2209	1	1	1	
42	Lock assembly, main gear door, 1730-00-607-0508	2	2	2	
43	Crank assembly, emergency flap and gear extension, 1560-00-560-4023	1	1	1	
44	Safety lock assembly, chinning bar, part #F71232	1	1	1	
45	Seats, 1-man nylon, 1680-00-555-6470	1	1	1	7
46	Seats, 2-man nylon, 1680-00-810-4774	4	4	4	7
47	Seats, 3-man nylon, 1600-00-616-4604	16	16	16	7
48	Belt, lap troop seat	57	57	57	7
49	Crew berth, upper, with mattress	5	5	5	8
50	Table, local manufacture	0	0	0	
51	Seat, passenger, airline, type MP-2, 1680-00-983-6097	0	2	0	
52	Studs, airline seat, attachment	0	12	0	
53	Galley	1	1	1	
54	Oven, food warmer, part # MIL-O-6438B, type B-4, 7310-00-634-3451	1	1	1	
55	Cup, food warmer, B-1, 7310-00-151-6569	0	2	0	
56	Container, beverage, 2-gallon, 7330-00-530-1255 (provided by boom operator)	0	2	0	
57	Container, beverage, 2-gallon, 7330-00-530-1255 (provided by crew chief)	0	3	0	
58	Box assembly, tie down storage, 1560-00-676-5931	4	6	4	
59	Stud shackle assembly, D-ring, 5,000-pound capacity, 1670-00-533-9968	90	90	90	
60	Stud shackle assembly, D-ring, 10,000-pound capacity, 1670-00-348-5887	16	16	16	12
61	MB-1 tie-down chain, MIL-T-25959, 1670-00-516-8405	16	16	16	12
62	MA-1 chain assembly, 10,000-pound capacity, 24-inch length, FDA-1029, with fitting,	6	6	6	
63	MB-1 tensioning device, MIL-T-25959, 1670-00-212-1149	16	16	16	12
64	GCU-1/B or MC-1 nylon strap, 5,000-lb. capacity, MIL-T-27260. 1670-00-725-1437	40	80	40	
65	Mattress, instructor and student boom operator	2	2	2	
66	Mattress, pallet, boom operator	1	1	1	
67	Receptacle, waste paper	1	1	1	
68	Chocks, nose gear, wooden, 28-inch length, set	1	1	1	
69	Headset, interphone-radio, 5965-00-226-7870 (crew chief item)	0	3	2	
70	Ground cord, interphone, 5995-00-259-5003	0	2	1	
71	Wands, taxi	0	2	0	
72	Cable. grounding, 50-foot	2	2	2	
73	Step ladder, 4- or 10-foot	1	1	1	

Table A1.1. Continued.

Line Number	Nomenclature	Quantity			
		Daily	TTF	SIOP	Notes
74	Tire gauge (crew chief item)	0	1	0	
75	Kit, soap sample	0	5	0	2
76	Cartridge, engine starter, MXU-4A (E-Models only)	0	8	8	9/10
77	Breech cap, starter (E-Model only)	0	4	4	10
78	Cargo/Baggage bins	0	3	0	5
79	Urinal	2	2	2	
80	Broom	0	2	2	
81	Mop	0	1	1	
82	Bags, plastic garbage	0	25	25	
83	Insecticide	0	4	4	
84	Shovel, snow	0	2	2	
85	Rope, 100-foot, for snow removal	0	2	2	
86	Squeegee	0	3	3	
87	Bucket	0	1	1	
88	Cover assembly, pitot tube, 1730-00-395-6605	2	2	2	
89	Cover, windshield	0	1	1	
90	Cover assembly, IFR boom nozzle, 1730-00-317-7891	1	1	1	
91	Plug assembly, air conditioner, ram air inlet	1	1	1	
92	Plug, engine intake	4	4	4	
93	Plug, engine exhaust	4	4	4	
94	Cable, safety harness, wing-walker	0	2	2	
95	Fitting, outboard, wing-walker's safety line, attachment point	2	2	2	
96	Fitting, inboard, wing-walker's safety line attachment point	2	2	2	
97	Oil, jet engine, MIL-L-7808, case, 9150-00-782-2627	1	2	1	
98	Fluid, hydraulic, MIL-H-5606, case, 9150-00-252-6383	1	2	1	
99	Emergency escape slides	1	1	0	11
100	Barrier assembly, safety cargo door	1	1	1	
101	Life support equipment (IAW AFI 11-302, Volume 1)	as req	as req	as req	
102	Aft support, cargo loading, Tail stand 1730-00-613-9999	1	1	1	
103	Assembled drogue	0	1	0	3

NOTES:

1. DD Form 2026, **Oil Analysis Record**, will be requested in adequate time to accompany the aircraft to the deployed location. For short notice deployment, the form may be mailed.

2. The crew chief will ensure sufficient kits accompany the aircraft to satisfy the flying requirements established for the deployment period.

3. Drogue assembly is required for all task force deployments and as specified in the specific frag order. When a drogue is required, equipment will be taken to facilitate drogue installation or removal. Ensure the 180 day inspection will not come due during the deployment from home station. The drogue will be stowed inside of bin 3 when not in use. Optional storage for ANG and AFRC units.

4. Minimum Technical Order and Job Guide requirements use **Table A1.2**.

5. The baggage bin kit will consist of the following items. Six 4’ X 8’ X 3/4” sheets of plywood; six 3’ X 8’ X 3/4” sheets of plywood, six 3’ X 4’ X 3/4” sheets of plywood and 24 baggage bin sheet metal corners. **Optional size:** Optional baggage bin sizing is authorized pending approval and coordination with your program manager. Cut the six end pieces 4’ X 4’ and three tops 4’ X 8’. See **Figure A5.1**. or **Figure A5.2**. for local manufacture of the corner braces.

6. Airline passenger seats may be stowed in baggage bin or installed IAW 1C-135(K)A-9.

7. Troop seats configuration and lap belt requirements on the left side of the E-Model aircraft may differ.

8. Units are authorized to install 5 crew bunks with mattresses. An increase in bunk quantities and authorization to repositioning bunks is to accommodate crew rest during cargo missions. Four bunks will be positioned on the right side of the aircraft from station 1220 to 1360. Install one bunk on the left side on the aircraft from station 1250-1330. Install using identical procedures and hardware as used the forward aircraft compartment. Bunks on the right side will be installed to the upper and lower seat rail attachment points. Bunks on the left side should use the upper seat rail.

9. If Olin cartridges dated before 1985 are deployed on TTFs, adequate temperature tabs (part number 20-100 or 20-105) must be provided by deploying units. Crew chiefs will be responsible for monitoring temperature cycles on a daily basis in accordance with TO 11A18-13-7. Olin cartridges should be shipped in an insulated over-pack (part number 8240910) to provide temperature transition delay.

10. Eight cartridges and four breech caps will be the maximum. As a minimum; E-model units are only required to carry one breech cap and two cartridges for each cartridge capable engine.

11. Mandatory when infants, handicapped individuals, or more than 10 passengers are carried.

12. On QSAS equipped aircraft the 10K tie-down is inaccessible; therefore us 15 vice 16 for all three configurations on R/T model aircraft.

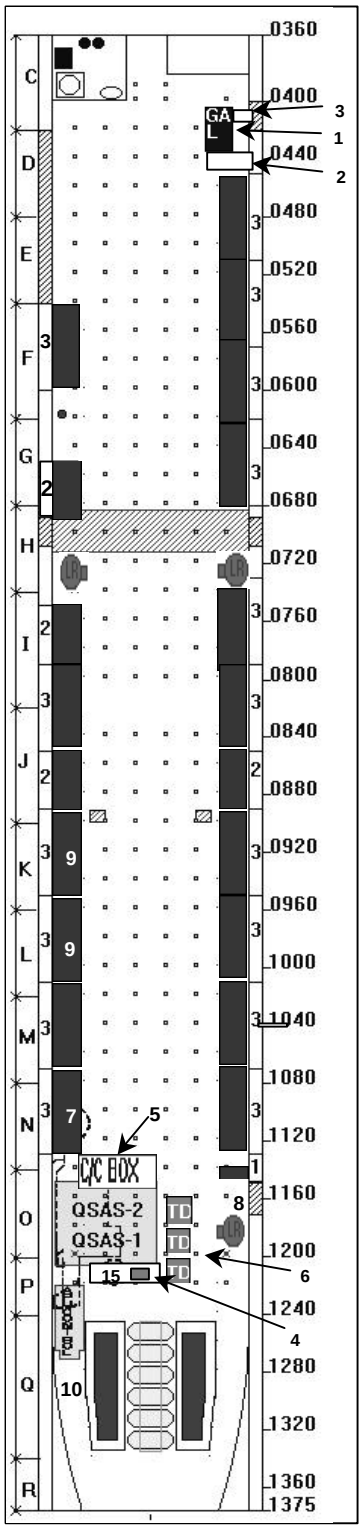
13. Not required for units who have completed Pacer CRAG conversion unless specifically requested by the navigator.

Table A1.2. Minimum Technical Order and Job Guide Requirements.

KC-135E	KC-135R	KC-135T
T.O. 1-1B-40	T.O. 1-1B-40	T.O. 1-1B-40
1C-135-5 Series	1C-135-5 Series	1C-135-5 Series
1C-135(K)A-2-1	1C-135(K)A-06	1C-135(K)A-06
1C-135(K)A-06	1C-135A-6WC-1	1C-135A-6WC-1
1C-135A-6WC-1	1C-135(K)R-2-2GA-1	1C-135(K)R-2-2GA-1
1C-135(K)A-2-2GA-1	1C-135(K)R-2-2GA-2	1C-135(K)R-2-2GA-2
1C-135(K)A-2-2JG-1	1C-135(K)R-2-2JG-1	1C-135(K)R-2-2JG-1
1C-135(K)A-2-2JG-2 (2 each)	1C-135(K)R-2-2JG-2	1C-135(K)R-2-2JG-2
1C-135(K)A-2-2JG-3	1C-135(K)R-2-2JG-3 (2 each)	1C-135(K)R-2-2JG-3
1C-135(K)A-2-2JG-5	1C-135(K)R-2-2JG-4	1C-135(K)R-2-2JG-4
1C-135(K)A-2-4JG-1	1C-135(K)R-2-2JG-5	1C-135(K)R-2-2JG-5
1C-135(K)A-2-5JG-5	1C-135(K)R-2-2JG-7	1C-135(K)R-2-2JG-7
1C-135(K)A-2-7JG-1	1C-135(K)R-2-4JG-2	1C-135(K)R-2-4JG-2
1C-135(K)A-2-7JG-6	1C-135(K)R-2-5JG-5	1C-135(K)R-2-5JG-5
1C-135(K)A-2-10JG-7	1C-135(K)R-2-16JG-1	1C-135(K)R-2-16JG-1
1C-135(K)A-2-10JG-8	1C-135(K)T-2GA-1	
1C-135(K)E-2-4JG-1	1C-135(K)T-2-2JG-1 (2 each)	
1C-135(K)E-2-4JG-2	1C-135(K)T-2-2JG-2	
1C-135(K)E(II)-1CL-4	1C-135(K)T-2-4JG-1	

Attachment 2

KC-135E/R/T STANDARD CONFIGURATION



KC-135E/R/T MODEL--DAILY CONFIGURATION

This is the recommended configuration. If units deviate from this configuration; all unit assigned aircraft will be configured the same.

ITEM

1. Galley
2. Trash Can [B]
3. Nose Chocks [C]
4. PCK [D,P]
5. Crew chief box [D, E]
6. Tie-down boxes [F]
7. Engine oil / Hyd fluid [G]
8. Escape slide [H]
9. Life support equipment [I]
10. Parachutes [L]
11. Life rafts [K]
12. POKs [J]
13. PBE/EEBD [M]
14. LPU-2/Ps or LPU-10/Ps [N]
15. Survival Vests [O]

NOTES:

A. All items on this configuration will be annotated in the weight and balance book. Changes to this configuration must be coordinated through your weight and balance authority.

B. Optional trash can positioning is authorized. Installation of the trash can is at unit option. Use plastic bags in-lieu of the trash can if desired.

C. Optional nose chocks positioning, right outboard of galley or attached to trash can.

D. ***Nothing*** will block the fire fighting access doors of the QSAS/APU.

E. Crew chief box will be tied down along the front side of the QSAS/APU. Crew chief box will not exceed 58 inches in length.

F. Tie-down boxes will be stowed at the right side and aft side of the QSAS/APU.

G. Oil and hydraulic fluid cases will be stowed beneath the troop seats along the left aft side near stations 1120-1080.

H. Ensure escape slide is installed when carrying infants, handicapped individuals, or 10 or more passengers.

I. Anti-exposure suits and passenger LPUs will be located in compartments K – L and stored in A-3 bags or equivalent.

J. POKs will be positioned IAW AFI 11-302 Volume 1.

K. As a minimum, one life raft will be installed aft of the left over wing hatch.

L. Position parachutes with the ML-4 survival kits attached on the left side of compartment Q. Parachutes will be hung at a 45 degree angle by T-bars on the support tube of the bunk frame.

M. One will be located at the aft emergency station and one in the crew compartment near the navigator's station.

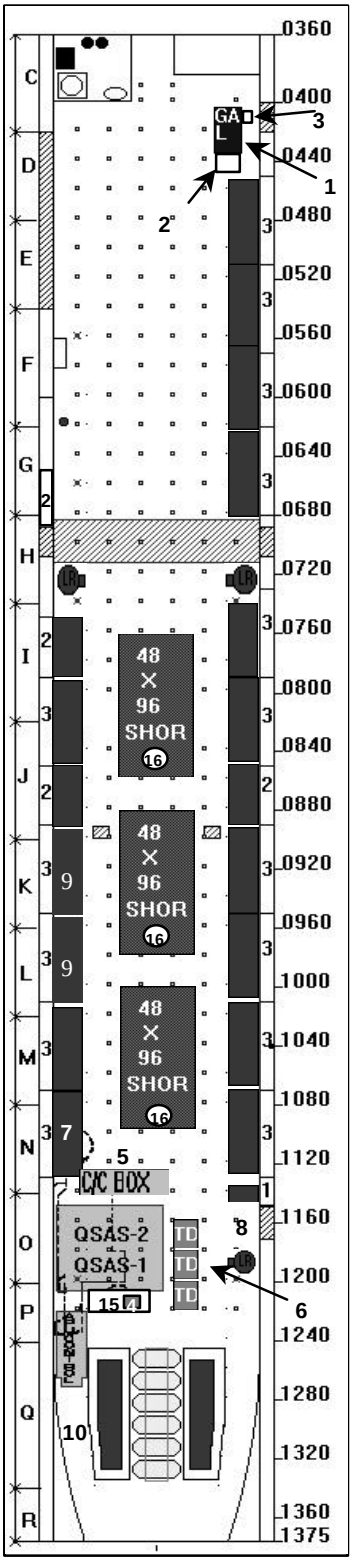
N. LPU-2/Ps or LPU-10/Ps will be located in the crew compartment.

O. Survival vests will be stored in a footlocker located aft of the QSAS/APU.

P. Located on top of the survival vest footlocker.

Attachment 3

KC-135E/R/T TANKER TASK FORCE CONFIGURATION



KC-135E/R/T MODEL--TANKER TASK FORCE CONFIGURATION

This is the recommended configuration. If units deviate from this configuration; all unit assigned aircraft will be configured the same.

ITEMS

1. Galley
2. Trash Can[B]
3. Nose chocks[C]
4. PCK[D,P]
5. Crew chief box[D, E]
6. Tie-down boxes[F]
7. Engine Oil/Hyd fluid[G]
8. Escape slide[H]
9. Life support equipment[I]
10. Parachutes[L]
11. Life Rafts[K]
12. POKs[J]
13. PBE/EEBD[M]
14. LPU-2/Ps or LPU-10s[N]
15. Survival Vests[O]
16. Baggage Bins[S]
17. Drogue[R]
18. Airline Seats[Q]
19. PLZT

NOTES:

A. All items on this configuration will be annotated in the weight and balance book. Changes to this configuration must be coordinated through your weight and balance authority.

B. Optional trash can positioning is authorized. Installation of the trash can at unit option. Use plastic bags in-lieu of the trash can if desired.

C. Optional nose chocks positioning, right outbound of galley or attached to trash container.

D. ***Nothing*** will block the fire fighting access doors of the QSAS/APU.

E. Crew chief box will be tied down along the front side of the QSAS/APU. Crew chief box will not will not exceed 58 inches in length.

F. Tie-down boxes will be stowed at the right side and aft side of the QSAS/APU.

G. Oil and hydraulic fluid cases will be stowed beneath the troop seats along the left side of the aircraft near stations 1080-1120.

H. Ensure escape slide is installed when carrying infants, handicapped individuals or when carrying mon than 10 passengers.

I. Anti-exposure suits and passenger LPUs will be located in compartments K-L and stored in A-3 bags or equivalent.

J. POK's will be positioned IAW AFI 11-302 Volume 1.

K. Three twenty-man life rafts will be installed. One will be located at each hatch.

L. Position parachutes with the ML-4 survival kits attached on the left side of compartment Q. Parachutes will be hung at a 45^{O} angle by T-bars on the support tube of the bunk frame.

M. One will be located at the aft emergency station and one in the crew compartment near the navigator's station.

N. LPU-2/Ps or LPU-10s will be located in the crew compartment.

O. Survival vests will be stored in a footlocker located aft of the QSAS/APU.

P. Located on top of the survival vest footlocker.

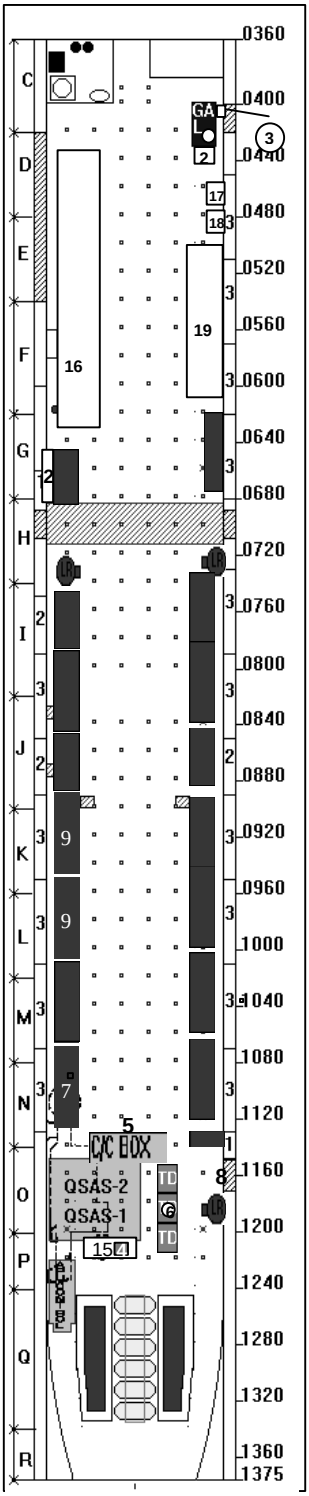
Q. Two sets of airline seats will be on-board.

R. Drogue must be built-up and have end plugs installed. See note 3 on Attachment 1.

S. Baggage bin size optional. See note 5 on Attachment 1.

Attachment 4

KC-135E/R/T STANDARD EWO CONFIGURATION



KC-135E/R/T MODEL--SIOP CONFIGURATION

This is the recommended configuration. If units deviate from this configuration; all unit assigned aircraft will be configured the same.

ITEMS

1. Galley
2. Trash Can [B]
3. Nose chocks [C]
4. PCK [D,P]
5. Crew chief box [D, E]
6. Tie-down boxes [F]
7. Engine Oil/Hyd fluid [G]
8. Escape Slide [H]
9. Life Support Equipment [I]
10. Parachutes [L]
11. Life Rafts [K]
12. POKs [J]
13. PBE/EEBD [M]
14. LPU-2/Ps or LPU-10s [N]
15. Survival Vests [O]
16. Baggage
17. Water
18. Rations
19. Live Aboard Kit
20. PLZT

NOTES:

A. All items on this configuration will be annotated in the weight and balance book. Changes to this configuration must be coordinated through your weight and balance authority.

B. Optional trash can positioning is authorized. Installation of the trash canis at unit option. Use plastic bags in-lieu of the trash can if desired.

C. Optional nose chocks positioning, right outboard of galley or attached to trash can.

D. ***Nothing*** will block the fire fighting access doors on of the QSAS/APU.

E. Crew chief box will be tied down along the front side of the QSAS/APU. Crew chief box will not exceed 58 inches in length.

F. Tie-down boxes will be stowed at the right side and aft side of the QSAS/APU.

G. Oil and hydraulic fluid cases will be stowed beneath the troop seats along the left aft side near stations 1120-1080.

H. Ensure escape slide is installed when carrying infants, handicapped individuals, or 10 or more passengers.

I. Anti-exposure suits and passenger LPUs will be located in compartments K - L and stored in A-3 bags or equivalent.

J. POK's will be positioned IAW AFI 11-302, Volume 1.

K. One life raft will be installed aft of the left over wing hatch.

L. Pre-positioned.

M. One will be located at the aft emergency station and one in the crew compartment near the navigator's station.

N. LPU-2/Ps or LPU-10/Ps will be located the crew compartment.

O. Survival vests will be stored in a footlocker located aft of the QSAS/APU.

P. Located on top of the survival vest footlocker.

Attachment 5

CORNER BRACES AND CARGO/BAGGAGE BINS AND TIE-DOWN SHACKLE

A5.1. Local manufacture of corner braces for cargo/baggage bins per the instructions listed in this attachment.

A5.2. Place 24 braces on all KC-135 aircraft deploying on tanker task force (TTF). All other deployments and missions will be addressed on an individual basis. Operations personnel must identify specific needs for braces on other deployments and missions and coordinate with appropriate maintenance agencies for number and availability of devices.

A5.3. The maintenance squadron -21 section will store and control braces when not in use.

A5.4. These devices will enhance safety and improve operational capability of KC-135 aircraft in the cargo and passenger environment. In order to implement this program, units should comply with the following instructions:

A5.4.1. Air refueling squadron. Based on previous task force requirements and known contingency commitments determine total number of braces required. Coordinate this requirement with the -21 section and provide number of braces required to the fabrication branch supervisor.

A5.4.2. Fabrication branch. Construct braces as shown in this attachment. Upon completion provide corner braces to the -21 section. Utilize 502H34.063 aluminum for constructing braces.

A5.5. In order to utilize these devices, pre-cut plywood shoring for each bin as follows:

A5.5.1. Forward and aft ends of bin. Utilize 3 feet by 4 feet pieces of plywood. Coordination with chief boomer and unit may opt to use end pieces cut 4 feet by 4 feet. Bin top pieces must be cut to match this new configuration. In order to exercise this new size option do not discard serviceable 3 feet by 4 feet plywood end pieces until deemed unserviceable.

A5.5.2. Top of bin. For shoring, utilize one 3 feet by 8 feet piece of plywood, which will be considered part of required amount of that deployed on TTF aircraft, i.e. each pre-cut piece will be considered a full 4 feet by 8 feet sheet when providing required amount for TTF aircraft. Experience has proven that pre-cut shoring won't degrade operational requirement of providing adequate shoring material for cargo requirements. Based on the option to increase bin sizes in paragraph A5.5.1 the bin top size will be a full (4 X 8 feet) sheet of plywood.

A5.6. At TTF locations, evaluate the need for storing additional devices. Deploying aircraft will have sufficient quantity on board to construct 3 baggage bins.

Figure A5.1. PATTERN OF THE BIN CLIP.

NOTE: Drawing is not to Scale. Weld across the 3/4-inch top seam and continue welding down the inside (90-degree) seam.

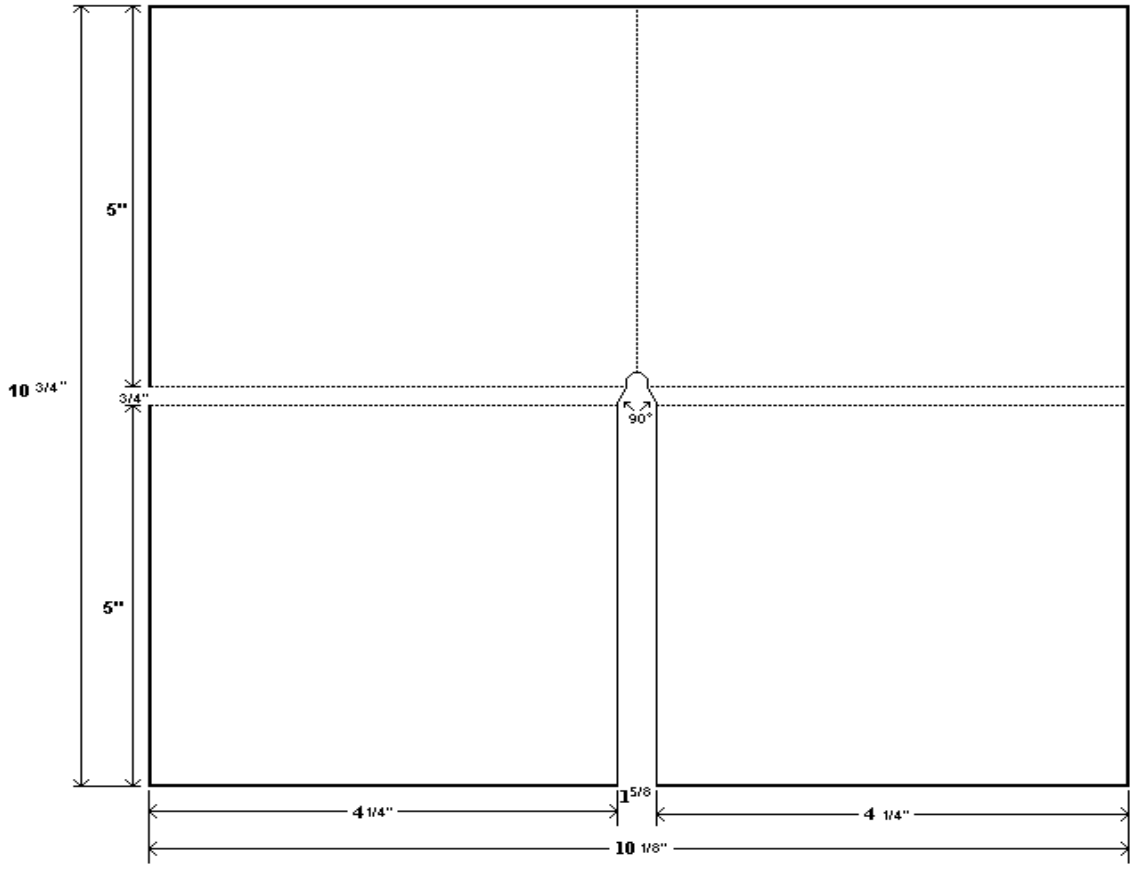


Figure A5.2. CARGO/BAGGAGE BIN.

NOTE: Drawing is not to scale. See Note a A5.5.1 for optional bin sizing.

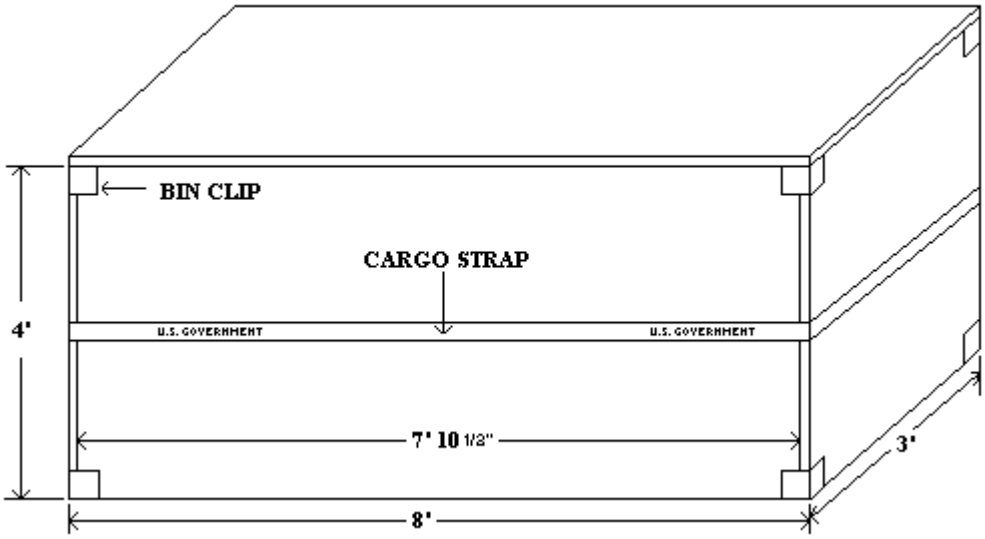


Figure A5.3. CARGO/BAGGAGE BIN CLIP.

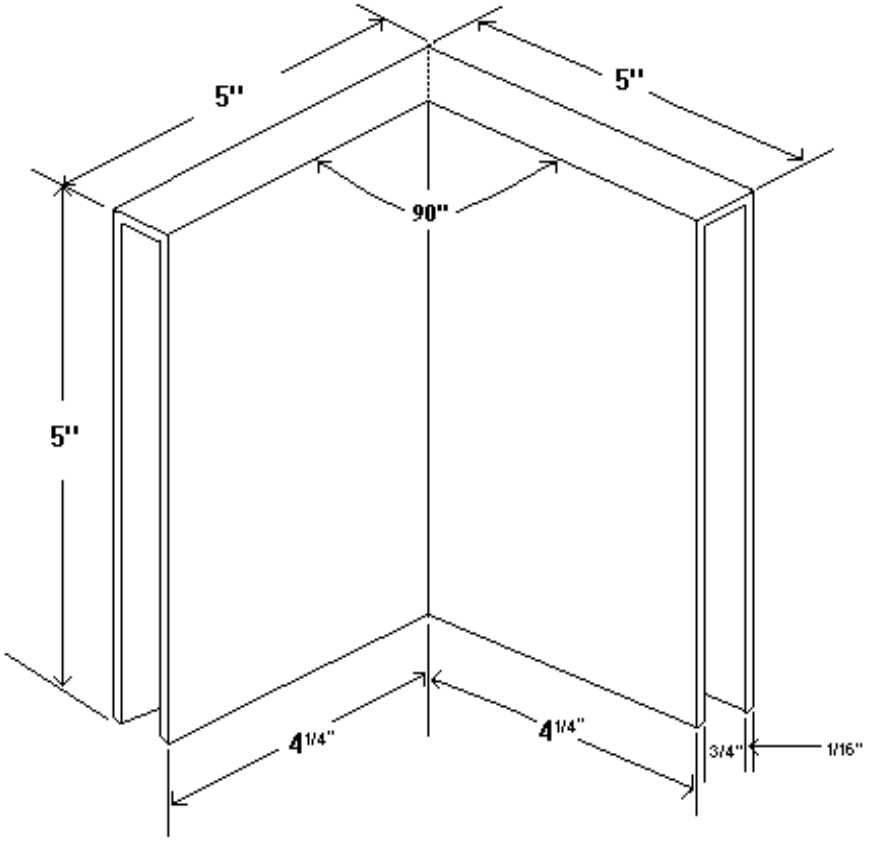


Figure A5.4. LOCALLY MANUFACTURED TIE-DOWN SHACKLE.
NOTE: Locally manufacture this tie-down shackle IAW OC-ALC drawings* 9485364 and 9485374-10. Use IAW 1C-135(K)A-9. This tie-down shackle has a 1,250 pound capacity and is used to secure small boxes along the troop seat fittings in the side of the aircraft. **Order drawings from OC-ALC/TILDOS; DSN 336-2335.*